

Mails.
NORDDEUTSCHER LLOYD,
BREMEN.
IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lens	About SATURDAY, 3rd April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. F. v. Bicker	WEDNESDAY, 7th April, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. H. Fornes	About WEDNESDAY, 7th April.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lens	FRIDAY, 23rd April, 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th March, 1909.

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MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	29th March, P.M.
MARSEILLES, VIA PORTS	NERA	Martin	30th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOMKIN	Charbonnel	12th April, P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Bruce	13th April, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 15th March, 1909.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Sundays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton (opposite Shamsees).

For further particulars, please apply to the COMPANY'S OFFICE at Shamsees, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

[4]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON. GALATHEA. SHANGHAI.
John Street, Bedford Row, W.C. 19, Beaufort Street 104, Hankow Road

Infimations.
THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 30.5 ft.; bottom 45.3 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 13rd, 1905.

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DON'T BUY
ELSEWHERE BEFORE YOU CALL AT
FRENCH STORE
(Opposite ASTOR HOUSE).

NOW SHOWING
A Large and Fancy Assortment of
The Best FRENCH TOYS, DOLLS,
TOM SMITH'S CRACKERS,
CADBURY'S CHOCOLATE,
PERNOT BISCUITS,
&c., &c., &c.

Hongkong, 21st November, 1908.

PHILATELIC NOVELTY
suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS AND CIGARETTES, &c., &c.

Inspection invited.

GRACE & Co.,

No. 27, Des Voeux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 15 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 15 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 15 minutes
2.15 p.m. to 2.50 p.m. ... Every 15 minutes
2.50 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 5.00 p.m. ... Every 15 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 2.30 p.m. ... Every 15 minutes
2.30 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Manager, Hongkong, 4th June, 1907.

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LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUILAR STREET, HONGKONG.

Shanghai, and Canton, 1908.

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AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the COAST PORTS, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars sewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.
The Superiority will also be most grateful for any PATCH, or old Envelopes to be made into Books for the Children of the Free School, who are taught by the Sisters.
Hongkong, 22nd April, 1909.

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BENGER'S Food
is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.
Benger's Food is sold in Tins by Chemists, etc., everywhere.

THE CAMPAIGN AGAINST PLAGUE.

KEEPING OF CATS.

"Dion" writes the following to an Indian contemporary, which should be interesting in view of the effort of our own Sanitary Board to encourage the keeping of cats as a preventive against the propagation of plague:

"Rat me no rats! The cat's the thing. Such was the burden of Lieutenant-Colonel Buchanan's discourse at the Medical Congress. Inoculation, segregation, disinfection may be good enough in their own way, but, taken in the aggregate, these are but poor, partial and not very effectual remedies compared to the powerful instrument against plague, which is at hand, but which has been strangely neglected. Employ cats for the destruction of rats, says Col. Buchanan in effect, and the back of the plague will be broken. If it were feasible to employ a disciplined cohort of cats in each area, with the result anticipated by him, then we may bring ourselves to suffer with resignation the nuisance and discomfort arising from their presence among us. But his boundless faith in the remedy proposed by him is not shared by others. Captain Liston, who holds up the virtues of inoculation, says: 'by all means, let us advocate the keeping of cats; but this cannot be regarded as the beginning and end of plague administration, as some would have us believe.' And the majority, I think, will go with Captain Liston.

SOME CAT PREJUDICES.

Col. Buchanan is so earnest about his cult of the cat that he has been at some pains to ascertain the feeling entertained by the various Indian communities about the animal. The Parsis have a repugnance to it, and Col. Buchanan has it on the authority of one of their learned clerics that this feeling is to be accounted for, in some measure, by the fact of the animal being loved and cherished by Mussulmans. It was Mussulmans who had driven the Parsis out of Persia, and the ill-will which the Parsis bore towards them in consequence, was extended to the animal whom they loved. This idea, I see, is scouted by writers in Parsi newspapers, but I have ascertained from Parsi friends that there is some truth in it, although as a community, they bear no ill-feeling towards their Mussulman neighbours. I may quote here an analogous instance of vicarious resentment, recorded by George Barrow in his "Wild Wales," of which a poor cat was the victim. The vicar of Llagollen had left behind him his cat. As nearly the whole population consisted of dissenters, they persecuted it ruthlessly as the Church of England cat, solely on account of the opinions which it was supposed to have imbibed in the house of its life master. Everybody had a fling at the poor animal, and its condition was most forlorn and miserable until Barrow came to its relief. From whatever reason, the Parsis will have nothing to do with the cat as a domestic pet. With them, the cat is an unclean animal, while the dog is held sacred. The case is quite the reverse with the Hindus. If it were established that the country can be purged of the plague, through the agency of the cat, the Parsis are too sensible not to overcome their prejudice, and harbour the animal in their household.

THE CROWN AGENTS' OFFICE.

COMMITTEE'S REPORT.

The report of the Committee of Inquiry into the organisation of the Crown Agents' Office was issued on 22nd ult.

In their recommendations the committee consider that the Crown Agents' Office is not in any sense a private firm, but a Government department, and should be organized on the lines of a department of the home Civil Service, with definite scales of salaries, based upon those in force in the home Civil Service, and that the expenditure on establishments, etc., should be subject to the control of the Secretary of State.

The position of the secretary to the Crown Agents can be better determined at a future date, when the new organization which they recommend has made its result felt.

The committee recommends that the principle of open competitive examination by the Civil Service Commissioners for first appointment should in future be applied to the whole of the clerical staff, which should be recruited from four sources: (a) The examination for junior appointments; (b) the examination for abstraction; (c) the grade of boy clerks; and (d) the grade of established clerks. Further, that a new class of established clerks should be created—Class V—to be recruited from the abstraction examinations, and that not less than half the vacancies in Class III, should be filled by open competitive examination for junior appointments in the Civil Service.

The committee invites attention to the question whether arrangements could not advantageously be made in the future for a Crown Agency warehouse, and if such a warehouse is established whether the packing work at present performed for the Crown Agents by an outside firm of packers could not be carried out in such warehouse. The committee is satisfied that its recommendations, while providing for the efficient conduct of the business of the office, will cause no large immediate increase in its cost, and will eventually lead to substantial economies.

The report is accompanied by a letter from Lord Crews, the Secretary of State for the Colonies, in which he mentions that he had expressed his general concurrence in the recommendations, and had requested the Crown Agents to consider what steps are required in order to give effect to them.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a UN below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar:

- I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
- II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
- III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.
- No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by signal.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Code will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock	Abandon
Waglan	San Ki Wan
Stanley	Sai Kung

Cape Collinson, Sha Tin, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light-house.
W. G. Yee, Observer.
29th March, 1909.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,

LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 29, 1909.

STEAM-TRAWLERS IN JAPAN.

The Japanese Government is confronted with a somewhat curious situation arising out of an agitation set up by a number of fishermen against the use of steam-trawlers. At a conference of fishermen's guilds throughout the country held recently in Tokyo a resolution was passed to memorialise the Government to prohibit trawling in this country. The conference has also presented petitions to the Houses of the Diet with a view of putting the resolution into effect. The *Japan Chronicle*, from which we quote this article, says: "As will be remembered, the Government has done much in the past to encourage the introduction of the trawler into Japan and its wider adoption has been furthered even by the grant of a subsidy. Such being the case, the remarkable anomaly presented by the agitation against the use of trawlers is being watched by the public with more than ordinary interest. With reference to this subject, the *Tokyo Asahi* remarks that the House of Representatives seems to be convinced of the advisability of prohibiting or putting a restriction on the operations of the method of fishing complained of. The Government on the other hand, finds itself in a rather awkward dilemma, inasmuch as the interdiction of the trawler at this juncture would be tantamount to an admission of its want of foresight and judgment. Nevertheless, there is no doubt as to the injury which the trawler inflicts on the piscatorial industry of the country. In the opinion of our Tokyo contemporary the trawler has been introduced into Japan rather recklessly, no attention being given to its possibilities and its probable effect on the fishermen. Now that the injurious effect of this method of fishing has been vividly brought home, it is only proper that the Government should rectify its error.

Trawl-fishing is said to be most effective in waters from 20 to 70 fathoms deep, continues the *Asahi*, but those depths are exactly the spheres where the ordinary fisher-folk carry on their avocation and the extermination of the depths of the deep by an extremely effective innovation is more than the fishermen can tolerate. It is not surprising that the trawler has given rise to such vehement opposition. A Parliamentary delegate of the Government declared it to be the intention of the latter to enforce restriction on the area of operation and on the size of the meshes of the trawler's nets so as to prevent a conflict with the interests of the other fishermen; but our contemporary is inclined to doubt the efficacy of such a restriction. The wholesale destruction of fish by the trawler is well recognized in countries where it has been

tried. In Canada, for example, its use is absolutely prohibited. Even in the North Sea of Europe, where it is much in vogue, it is interdicted within the territorial waters of the respective countries. In Japan the interests of ordinary fisher-folk are greatly menaced by the trawler, not only on account of the extermination of fish on the coast but also by the underselling following on the plentiful catch. From a careful consideration of the question in all its aspects, our contemporary comes to the conclusion that the Government would be best advised in prohibiting trawl-fishing once for all.

LOCAL AND GENERAL.

A SHOEMAKER, of 49, Gough Street, was fined \$5 to-day for being found drunk and disorderly.

THE total output of The Chinese Engineering and Mining Company's three Mines for the week ending March 13, 1909, amounted to 27,957.79 tons and the sales during the period to 32,041.53 tons.

THE floating carcass of a whale was sighted in Lat. 35-10 N., Long. 121-5 E., at 2 p.m. on the 19th inst. by the I. C. S. *Taka-mi*. It was fifty feet in length and was in an advanced state of decomposition.

MR. C. Grenville Albaster, who has been secretary of the China Association in London, has now left the Association. Mr. Albaster is leaving London shortly for Hongkong, where he proposes to practise at the local bar.

SIR J. H. Stewart Lockhart, Commissioner at Weihaiwei, who is paying a visit to H.E. Yuan Shu-huei, Governor of Shantung, was entertained on 20th March by the highest officials. Half a dozen foreigners were present. Sir Stewart Lockhart is accompanied by Mr. R. F. Johnson, the District Officer at Weihaiwei.

COMMISSIONED at Sheerness on Sept. 4, 1906, for surveying service, the sloop *Merlin* is ordered to be recommissioned at Hongkong for further surveying service on the China Station on the arrival of her relief crew, which is to be drawn from Chatham, and was to proceed to Hongkong in the P. and O. steamship *Samoli*, leaving the Albert Docks, London, on March 13.

THE *Gazette* notifies that the King has been pleased to approve of Mr. J. H. de Ruys as Consul-General of the Netherlands of Hongkong and British Kowloon. This is, we believe, the first occasion on which the words "and British Kowloon" have been added, hitherto the appointment of foreign Consuls to Hongkong has been to that island only. — *L. and G. Express*.

THE attention of householders is directed to the sale of high-class Irish-linen goods by Messrs. Hughes and Hough to-morrow and on Wednesday. In view of the success which attended a similar auction some time ago, we feel certain there will be the same patronage extended to the sale, which affords an opportunity of obtaining goods of high quality combined with cheapness.

THE following officers have been appointed to the survey ship *Merlin* on recommissioning for further service in Far Eastern waters: Captain Frederick C. Leatham, in command; Lieutenants F. A. Reynoe (first officer), J. Harvey (navigating officer), D. M. Davies (re-appointed), A. C. H. Duke (re-appointed), and V. I. Griffiths; Sub-Lieutenant G. Llewellyn, and Boatswain F. C. Mack.

ACTING on the representations of many merchant shipmasters, the Imperial Merchant Service Guild have urged upon the Board of Trade the desirability of instituting a British Consul at Gulfport, Miss., U.S.A. This is a port which has developed considerably of late, and which is frequented very greatly by British Shipping. The Guild have pointed out that serious inconvenience has arisen owing to the absence of a British representative there. The Board of Trade, in reply, state that they have forwarded the Guild's letter to the Foreign Office, from which it is to be hoped that something may be done in the matter.

MR. FREDERIC C. JONES, Commissioner of Trade to the Queensland Government, passed away at the General Hospital, Shanghai, on Monday, 22nd March, after a brief illness, extending over only two days. The cause of death was pneumonia. Mr. Jones was a native of England, but emigrated to Queensland, Australia, at an early age. About a year ago he was appointed Commissioner of Trade in Shanghai by the Queensland Government, and was indefatigable in his endeavours to promote trade between his adopted country and Shanghai. It is stated on reliable authority that a substantial business transaction was engaging his attention when he was stricken down. The deceased leaves a wife in England, a married daughter at Hongkong, and a son and daughter in Shanghai.

THE SANITARY BOARD.

MR. HO KOM TONG'S APPOINTMENT.

The vacant Chinese seat on the Sanitary Board, caused by the retirement of Mr. Fung We Chuen, has just been filled with the appointment of Mr. Ho Kom Tong, assistant comprador to Messrs. Jardine, Matheson & Co., Ltd. This gentleman is one of the members of the Ho family, by whose conspicuous success in business and the munificence of their donations towards all that concern the public weal in the Colony, they have established a name for themselves. Himself a member of every representative Chinese committee in Hongkong, and the Tung Wa Hospital, Mr. Ho Kom Tong has been identified with nearly every public movement for the promotion of the interests of his compatriots in the Colony. He has a store of information concerning "things Chinese," whether as regards their sanitary requirements or commercial necessities, that should be of invaluable aid in the deliberation of measures affecting the Chinese here. His own admitted deficiency of a thorough and comprehensive knowledge of the English language may militate against his value as a public debater, but what he lacks in linguistic attainments is more than made up for in the wide range of his acquaintance with the needs of his compatriots and his intimate touch with them. He brings to bear on the councils of the Board informative knowledge which should stand his colleagues in good stead.

SAILORS AND SOLDIERS HOME.

APPEAL FOR FUNDS.

We have received the following communication from the Rev. J. A. A. Baker, president of the Sailors' and Soldiers' Home, Arsenal Street:—

In placing this appeal before the public of Hongkong we would point out that the Home has for eight years filled a great need in the life of the Colony. It is difficult to realise the full blessing its attractions and influence have been to our sailors and soldiers. Men of all creeds have been welcome to its advantages, and by their abundant patronage have shown their appreciation thereof. It perhaps will surprise some to learn that during the past year more than 12,000 men have slept in the comfortable, clean beds of the Home. When it was opened it was the only place of its kind where sailors and soldiers could sleep for a night. Not only has the Home provided for the temporal welfare of the men but also it has been a centre of vigorous activity in temperance and religious work.

If this worthy institution is to continue its past successful work it is absolutely necessary that the interior and fittings should be thoroughly renovated; that the sanitary arrangements should be brought up to date; that the rough walls should be plastered, electric light installed and in other ways so to improve the interior as to ensure its being an attractive Home.

For this purpose a sum of \$10,000 is urgently required, a portion of which amount it is hoped will be obtained from England. During the eight years of the Home's existence no appeal has been previously made to the public of Hongkong, and it is therefore with confidence we earnestly solicit the generous help of those who have at heart the highest welfare of our sailors and soldiers. Inspection of the Home by those interested in its work is cordially invited. Donations should be sent to—The Rev. J. A. A. Baker, 2, Morrison Hill, or to Captain F. A. Brown, Hongkong and Kowloon Godown Co., Ltd., Kowloon.

THE LATE DR. PAULON.

PROPOSED MEMORIAL.

The following letter is addressed to the N. C. D. News:—

Sir,—A number of friends of the late Dr. Paulon desire to perpetuate the good Doctor's memory in such manner as would probably best meet his approval were he still with us. For this purpose it is proposed to purchase the site of the "Tung Chee" Hospital for Chinese, which was entirely a creation of his own and where he devoted a large share of his scant spare time to his native patients, and to endow same with a sum of money, the interest on which would be sufficient to meet current expenses after allowing for contributions from paying patients. The Hospital would be renamed the "Paulon Hospital" and a suitable inscription and, perhaps, a bust of the Doctor provided in the hall.

It is estimated that the sum required will be about £15,000, and for such a very excellent object it is hoped there may not be much difficulty in raising this amount among the many native and foreign friends of the late Doctor.

We should feel obliged if you would favour this scheme with your support and also agree to receive donations on its behalf which would be taken charge of and accounted for later on by the present Committee.

We are etc.,
H. E. Arnold, C. Badger, A. Berg, J. C. Bergendahl, Furi (Consul-General for Germany), Che Pao-san, Chun Fat-ling (Manager, The China Merchants' S. N. Co.), J. R. Ellis, L. Escarpnac, H. Figges, C. Fiak, J. P. D. Griffin, A. G. Hickman, G. Henrich, H. E. Hobson (Commissioner of Customs), Jas. N. James, W. L. Goss, David Landale, A. McLeod (Chairman of the Governors of the Shanghai General Hospital), C. Michelson, Phil. Moeller, Th. Morat, J. Nolasco, K. Oldorp, W. Adams Oram, W. A. C. Platt, Chan Kiyuns, Walter Schaff, J. F. Seaman, Sheng Huan-hwai, U. A. Stenpel, C. Stephano, Otto Struckmeyer, Woe Saw-ching, Yu Ya-ching, A. Sickerhausen.

[We thoroughly endorse the proposal here set forth and shall be glad to acknowledge subscriptions devoted to this purpose, in our columns.—ED.]

PORTUGUESE NAVAL VISITORS.

ENTERTAINED AT "DUART."

The frequent meeting of three Portuguese warships in port at one and the same time and the circumstance of three vessels of the Portuguese Navy being now in the harbour was made the occasion of a very pleasant gathering at the consular residence—"Duart"—of Mr. J. J. Leiria, Consul for Portugal in Hongkong, yesterday afternoon. At the invitation of Consul and Mrs. Leiria a party of twenty-five, thoroughly representative of the respective naval units of His Most Faithful Majesty in port, sat to luncheon and enjoyed the well-known hospitality of their genial hosts. Among those present were—Capt. A. J. d'Almeida, of the *Vasco da Gama*, Lieut. J. C. Costa Marques of the *Parais*, the commanding officer (Capt. Affonso being absent through indisposition), and Capt. E. Gageas, who has been drafted from the *Parais* on special commission to convey the *Dilly* to Timor; the Misses, Loureiro, Mr. J. L. de S. Alves, president of the Club Lusitano, and other friends.

At the conclusion of the lunch felicitous speeches were exchanged, high compliment being paid to the hosts whose hospitality, one speaker remarked, was known to the best circles in the Portuguese metropolis. Cordial wishes were exchanged for a pleasant sojourn of the Portuguese fleet in these waters and for the continued prosperity of the Consular official whose successful representation of his country in this Colony met with such universal commendation.

FATAL SHIPPING ACCIDENT.

CRUISER LOSSES FIVE MEN.

One of the most lamentable calamities which it has been our lot to record for some time occurred just beyond Woosung on Tuesday morning, as a result of which five Austrian sailors on board the Austrian cruiser *Kaiserin Elisabeth*, were drowned within the sight of their comrades, who were unable to lift a hand to succour them, reports the *Shanghai Times* of 26th March. The cruiser left her anchorage in the river on Monday evening en route for Ningpo, but Captain Weizburg decided, on arrival at Woosung, to anchor for the night, as a heavy fog was settling down. An anchor was accordingly let go and five were banded. As the night wore on the water became rough and the anchor chain parted, but the other anchor was dropped and held the cruiser for the remainder of the night. With morning better conditions prevailed and a second start was made; but again the descending fog necessitated a second time anchoring.

The first were allowed to go down, a little steam being kept in one boiler. As the day wore on the weather grew worse and soon a nasty sea was running which caused the cruiser to toss about, tugging at her anchor chain, which suddenly parted leaving the vessel practically helpless for the time being. Steam was hurriedly got up, while a boat containing ten or twelve men was lowered in an effort to drag for the lost chain and anchor. As the sea was very rough, the boat was tossed about like an egg shell and was finally driven against the ship's side and capsized, leaving all the men struggling in the water. Five of the unfortunate sailors were washed away and drowned, while the remainder, after a severe struggle and great difficulty, were rescued and drawn on board the ship. In the meanwhile the vessel was drifting about at the mercy of the wind and sea, and at the last minute signal guns were fired for assistance, over thirty guns being fired before the signals were made out, when the Japanese cruiser *Otsu*, steamed with full speed to the assistance of the big cruiser.

Captain Herzberg, seeing that both his anchors were gone and realizing the danger his ship and crew were in decided to beach his vessel, and he drove her ashore on the mud where she was soon resting.

The vessel remained in this position until the following day, when the weather having moderated, she was, with the assistance of the *Otsu* and others, soon floated into deep water and having full steam up, she headed back for Shanghai where she arrived on Wednesday and was moored close to the International Dock. It is believed that the vessel will be docked in order to ascertain if she has sustained any damage. It is also reported that while the signal guns were being fired one of the sailors was injured by the recoil of one of the guns.

FOREIGN TRADE IN 1908.

Special attention being apparently given to the Customs table regarding movements of goods and Treasure at the present time, the Acting Inspector General has approved of the following information being given in advance of the publications of the annual returns.

DIRECT FOREIGN TRADE OF CHINA			
IN 1908.			
Net Foreign Imports	Exports	Total	
Hk. Tls.	Hk. Tls.	Hk. Tls.	
394,305,478	276,660,473	671,065,951	
TREASURE IMPORTED INTO AND EXPORTED FROM THE "COMMERCIAL AREA"			
IN 1908.			
Import.			
Gold. Silver.			
Chinese Ports from Foreign countries, including Hongkong			
Deduct Hongkong	143,131	12,853,308	
Hongkong from Non Chinese Ports	2,158,334	17,936,700	
Deduct Hongkong	3,596,618	25,306,734	
Chinese Ports to Foreign countries, including Hongkong			
Deduct Hongkong	15,012,010	32,303,515	
Hongkong to Non Chinese Ports	274,369	26,497,310	
Deduct Hongkong	12,857,781	5,916,794	
Export.			
Gold. Silver.			
Chinese Ports to Foreign countries, including Hongkong			
Deduct Hongkong	17,973,681	8,211,764	

HONGKONG VOLUNTEER CORPS.

ANNUAL INSPECTION BY MAJOR-GENERAL BROADWOOD.

To the strains of The Buff Band, some 200 men of the Hongkong Volunteer Corps marched to the polo ground on Saturday afternoon in all their martial pride. It was, as usual, a red-letter day in the annual routine of our citizen soldiers, the occasion being the annual inspection of the Corps by the Officer commanding the Forces in South China. There was a strong muster of men at the Volunteer Headquarters long before 3 o'clock, and a little later, the order was given to march to the polo ground.

On reaching the large and spacious flats, the men were drawn up in the following order, from right to left, facing south-east—Hongkong Mounted Troop; Hongkong Volunteer Artillery; the Engineers; the newly formed Infantry Company and the Cadets. Shortly after four o'clock, H.E. Major-General Broadwood arrived, and was met by a general salute. The General then proceeded to inspect the ranks of the different units. This over, the men were drawn up in quarter column formation and marched past to the strains of the Corps March with almost military precision, the same order being maintained General Broadwood took his salute. The Corps then advanced in review order after the usual salute preceding that evolution had been given. The unit taking part then quickly reverted to the original position, when Major-General Broadwood addressed the following words to the Corps:—

Lieut. Col. Chapman, Officers and men of the Hongkong Volunteer Corps—I congratulate you on the excellent parade you have given me to-day and your smart turn-out this afternoon. I am very pleased that the Corps took part in the recent mobilization, when some good work was put in, and I hope that in future years, you will continue to do so.

The men then marched back to headquarters, where the inner man was regaled with refreshments.

The strength of the total number of men composing the various units who turned out on Saturday afternoon was 211.

The Officers present were—Lieut. Col. A. Chapman, Major D. Macdonald, Second in Command, Capt. A. J. Thompson, Staff Officer, Capt. J. H. W. Armstrong, Capt. G. P. Lamment, Capt. W. A. Crane, Capt. G. W. Wood, Lieut. H. W. Kennell, Lieut. E. D. C. Wolfe, Lieut. W. M. Scott, Lieut. C. H. Ross, and Lieut. J. I. Andrew, and Lieut. L. C. Rees, and Lieut. W. Russell, and Lieut. W. H. Williams, with Acting Sergt-Major Avenell.

THE RECENT EARTHQUAKE.

SOME YOKOHAMA INCIDENTS.

Further details are published by the *Japan Gazette* regarding the recent severe earthquake in Yokohama. The total extent of the damage is not yet known, as reports are continually coming in.

It is now reported that the high brick chimney of the Negishi Prison collapsed and fell upon the buildings of Nos. 2 and 3 workshops, totally wrecking them. None of the prisoners were injured.

The building occupied by Mr. E. C. Davis, No. 2, 6, Bluff, was badly damaged by the collapse of a chimney, and it is stated that the loss sustained amounted to over ¥5,000. On the Bluff altogether 96 houses are reported to have suffered more or less severe damage, while 294 were slightly damaged, the losses being estimated at about ¥25,000.

From residents of Yokohama details of notable experiences in the severe earthquake shock of the 13th instant continue to be received.

It appears that an extraordinary escape from injury, and perhaps death, was the happy experience of the family of Mr. and Mrs. E. J. Moss, at 101, Bluff, where the effect of this exceptional "twister" was very severe. The family desired to leave the house and seek safety in the garden, but were restrained by Mr. Moss. Next morning he found that a heavy chimney had fallen in the garden at the very point where the younger members of his household would certainly have sought refuge and where it would certainly have fallen among them. His cool forethought is matter of congratulation. Mr. Moss, after over forty years' residence in Japan, says that this was the worst earthquake he has experienced.

It is told that a foreign nurse in the Yokohama General Hospital also played a part worthy of commemoration. It seems that there was a woman-patient there whose condition was critical: an operation had been performed and any personal movement on her part would have been fatal. The earthquake, as is well known, found an easy prey in the hospital, and she was ripped off wholesale, while the whole building was racked and damaged with accompanying fearful noises. The patient, in her precarious condition was almost irresistibly impelled to rise, and escape, but it is said that this foreign nurse, forgetting her own peril, kept her to her bed, both fortunately escaping injury.

Another very serious loss occasioned by the earthquake was at the Catholic Convent, No. 88, Bluff. It appears that the walls of No. 88, formerly owned by Judge Hannon, gave way, and some heavy stones loosened there fell on the roofs of the Japanese kitchen belonging to the Koran Jo-yakko, a department of the Convent School, which they entirely demolished. The, with shattered chimneys and broken walls, makes up a damage estimated at over ¥2,000—a very considerable sum for an institution conducted on charitable lines and which is necessarily not insured against such a contingency. A more intimate tragedy was the fall of a cherished statue in the Convent whereby a recent importation from France was irreparably mutilated.

The property also which was to have taken place at Messrs. Hughes and Hough's this afternoon has been postponed.

THE SHANGHAI AND HONGKONG WHARF CO., LTD.

ANNUAL MEETING.

The annual general meeting of shareholders of the Shanghai and Hongkong Wharf Co., Ltd., was held at the office of the General Agents, Messrs. Jardine, Matheson & Co., Ltd., Shanghai, on 23rd March. Mr. David Landale presided, and there were also present Messrs. A. McLeod, C. W. Wrightson, H. A. J. Macrae, C. W. Wrightson, H. A. J. Macrae (Directors), R. B. Ellis, J. A. de St. Croix, R. J. Hardoon, J. M. Young, L. K. Michael, H. Gensborger, J. J. Judah, H. J. Clark, Wm. Lutz, S. S. Benjamin, Barnes Moss, P. Crighton, Duncan Glass, T. Pemberton, R. E. Kadouris, A. L. Anderson and Brodie A. Clarke.

After calling the meeting to order the Chairman said:—Gentlemen—In the first place I would like to apologise for being unavoidably the cause of yesterday's adjournment. I should have called attention to the fact that our meeting was fixed for the afternoon of the 23rd of March when the date of adjournment of the ratepayers' meeting was under discussion, but in my anxiety to avoid too long a postponement of the discussion of what remained of our municipal business, the time fixed for your meeting escaped my memory. As many of you were desirous of attending both meetings the course we have taken, and to which you agreed yesterday, seemed to be the best under the circumstances. In the event of your passing the accounts, however, there will be no delay in the payment of your dividend, which will be made available to you at exactly the same time as if this meeting had been concluded yesterday afternoon.

Proceeding, the Chairman said:—Gentlemen—The reports and accounts have been in your hands for some days and with your permission we will take them as read. Under the conditions of trade prevailing during last year, your Directors hope that the result of our working for 1908 will be considered by you as not altogether unsatisfactory. Our earnings, it is true, show a large falling off but that, I think, may be attributed to the trade of the port and not to any inability on our part to compete for and secure our full share of whatever business may be offering. I would like to point out that the number of steamers we have handled during the year was 191—91 home steamers, 58 coast steamers, and 200 coal steamers—and it was only because they brought much smaller cargoes than in normal times, that we did not make more out of them. You will also remember that I pointed out to you at our meeting last year, that storage was one of our chief sources of income and it is unnecessary to explain to you, who are so well aware of the trade position of Shanghai, that there has not been the cargo here to store during the past few months. I noticed the other day, that attention was called to the failure of this company to write anything off for depreciation, and this, I consider, is a very misleading statement. As you are well aware, we annually place a large sum of money to the credit of repairs account and that money is spent in keeping the Company's property in a serviceable condition. We have spent during the past twelve years an average of £15,000 annually, on repairs, and I am glad to be able to assure you that the wharves and godowns and steam launches are in excellent order. It is an improvement in the general trade of the port that we want, and whether we may look for an early revival or not, you are as well able to judge as I am. There is one point I would like to draw your attention to, with the ratepayers' Meeting so lately before us, and that is that this company pays the Municipality about £15,000 per annum in taxes and has one vote, which is only recorded when a poll is taken. It is not correct to describe a poll as altogether an absentee vote.

The Chairman then proposed that the report and accounts as presented be passed.

Mr. McLeod seconded.

The Chairman—I shall now be pleased to answer any questions which shareholders may wish to ask.

There were no questions and the resolution was put to the meeting and declared carried unanimously.

The Chairman then proposed that a final dividend of 1s. 6d. per share be paid, amounting to £15,000.

This was seconded by Mr. Macrae and carried.

On the proposition of Mr. P. Crighton seconded by Mr. de St. Croix, Messrs. A. McLeod, C. W. Wrightson, H. A. J. Macrae and the senior representative of Messrs. Jardine, Matheson & Co., Ltd. were re-elected directors for the current year.

Messrs. G. R. Wigney and H. G. W. Hayer were re-elected auditors for the current year on the proposition of Mr. Ellis seconded by Mr. Michael.

The Chairman—I think that is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be sent out at once. (Applause.)

The meeting then ended.

SHIPPING AND MAILS.

MAILS DUE.
English (*Dumana*) 31st inst., 2 p.m.
Canadian (*Empress of China*) 31st inst.

The *s. Navrang* will leave Newchwang on 31st inst.
The *s. Anant* left Shanghai on 28th inst. and is due here on 31st inst.
The *s. Chongshu* left Sydney on 28th inst. and is due here on 4th prox.
The *s. K. C. C. C.* will leave Hongkong for Portland via Japan ports, on 31st inst. at noon.
The *s. Glen Line s. Chongshu* left Singapore yesterday, and may be expected to arrive here on 31st inst.
The *s. N. Y. K. s. Tokai Maru* (Homes Line) left Moll. for this port on 27th inst. and is expected here on 31st inst.
The *s. N. Y. K. s. Tokai Maru* (Homes Line) left Singapore for this port on 27th inst. and is expected here on 31st inst.
The *s. N. Y. K. s. Tokai Maru* (Homes Line) left Kobe for this port on 27th inst. and is expected here on 31st inst.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINA AND JAPAN.

THE MANCHURIAN QUESTION.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

On learning that the Central Government contemplate the submission to The Hague Conference of all questions pending between China and Japan regarding Manchuria, Mr. Ijima, Japanese Minister in Peking, is taking steps to induce China to refrain from carrying out her purpose.

JAPAN IN MANCHURIA.

Tokio, 28th March.
The authorities in Tokio declare that the Fokien-Railway question and the other questions touching Manchuria between China and Japan, do not fall within the scope of arbitration.—N. C. D. News.

CANTON-HANKOW RAILWAY.

THE GERMAN LOAN.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

Representatives of the Hupoh section of the Canton-Hankow Railway have proceeded to Peking to confer with H.E. Chang Chih-tung, superintendent general of the railway, on the proposed loan from Germany.

CHINA AND THE FOREIGN PRESS.

A SEMI-OFFICIAL ORGAN CONTEMPLATED.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

In view of the fact that reports appearing in the foreign Press of late concerning the state of affairs in China have not been altogether correct, and are calculated to affect China's friendly relations with the Powers, it is proposed by the Central Government to publish a semi-official organ to be printed in the English and French languages.

MACAO-CANTON RAILWAY.

CANCELLATION OF AGREEMENT URGED.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

The Ministry of Posts and Communications has urged the Waiwupu to call upon the Portuguese Minister in Peking to effect the cancellation of the agreement for building the railway between Macao and Canton.

CHINESE IN HARBIN.

ALLEGED RUSSIAN ILL-TREATMENT.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

In consequence of the alleged ill-treatment of Chinese by Russians in Harbin, the representatives of all the Powers in Peking propose to apply to the Russian colleague for an explanation.

It is stated that the Russian Minister feels somewhat concerned at the proposed concerted action.

RAILWAY CONSTRUCTION.

ONE LINE AT A TIME.

[By courtesy of the "Sheung Po."]

Peking, 28th March.

The Ministry of Posts and Communications has notified all the Provinces that, hereafter, before one railway is completed, no permission will be granted for the building of another line (within the same Province).

HONGKONG UNIVERSITY SCHOLARSHIP.

THIRD SUBSCRIPTION LIST.

Following are further subscriptions towards the University endowment and equipment fund:—

Already acknowledged.....	\$66,200
Tan Yau-chi.....	1,000
Ming San Bank.....	700
Shing Tak Bank.....	600
Ming Kee.....	500
Tam Hok-po.....	500
Leung Pui-chi.....	500
Tai Fong Bank.....	500
Kam Shing Lee.....	500
Li Po-kwai.....	500
Choo Yau-lam.....	500
Chia Cheong.....	500
Tung On Insurance Co.....	500
Tun Wo Hong.....	500
Wing Fat Hong.....	500
Hip On Insurance Co.....	500
Yuen On Insurance Co.....	500
Yuen Wan-tai.....	500
Man Sang.....	500
Chi Wo Hong.....	500
Po Loong.....	500
Total.....	\$38,000

THE JAPAN SUGAR REFINING COMPANY.

CONDITIONS OF ASSISTANCE FROM SUZUKI SHOTEN.

It is now reported, says the *Japan Chronicle*, that the Suzuki Shoten has not altogether declined to take any part in putting the affairs of the sugar company to rights. Several Japanese papers state that Mr. Kaneko, of the Suzuki Shoten (one of the largest creditors of the company), being offered a seat on the board of directors in order to undertake the readjustment of the company's business, had drawn up certain conditions under which he is willing to accept the offer, and has privately shown them to the principal shareholders who are his personal friends. The main details of the conditions are given:—

(1) That the capital of the company be reduced and that the amount standing as paid up be cut down by half.

(2) That the balance, ¥30 on each share, of the amount now remaining unpaid be called up, after reducing the amount now paid up from ¥70 to ¥40, the total amount paid up to stand at ¥40 per share.

(3) That the Daiichi mill (valued at ¥2,500,000) shall be disposed of.

(4) That the Nagoya sugar mill be abandoned. (The mill was to be conducted jointly by the Dai Nippon, Yokohama, and Kobe Sugar Refining Companies, but the two last-named companies have a scheme to conduct the mill themselves without the assistance of the Dai Nippon.)

(5) That grace be obtained for the settlement of debts to creditors holding no security. (The amount due to the Aikata Shokai has been paid. The creditors who have not agreed to extend grace are the Mitsui Bussan, the Toho Bank, and the Suzuki Shoten.)

(6) That landed property held by the company be disposed of.

(7) That strict measures be taken in the use of the money deposited.

The leading members of the Sugar Guilds are using their influence to persuade the principal shareholders to agree to the conditions proposed by Mr. Kaneko.

ANOTHER HITCH.

28th March.

It appears that the negotiations for the relief of the Dai Nippon Sugar Refining Company have experienced another hitch on account of the attitude of the Government. We learn from the *Osaka Asahi* that the creditors who have agreed among themselves to create a mortgage on the Toroku sugar mill in Formosa, owned by the company, against claims unprotected by security, sought the views of the Finance Department on the arrangement. In reply a certain high official of the Department with some indignation affirmed that it was impossible for the Government to approve such an arrangement. They might take the mill as security if they dared, but they must remember that the Government had a preferential right over the property of the Dai Nippon Sugar Company in its claim of ¥3,800,000 for taxes in arrears. If the creditors, adds the *Osaka Journal*, insist on carrying the arrangement into effect they will bring misfortune upon themselves, and the proposal has therefore been dropped. It has now become necessary for the creditors to seek new ways of protecting their claims.

On the 18th instant a deputation of creditors, called on Baron Shibuzawa and asked him to nominate successors for the directorate of the company, but the Baron is at a loss to find suitable persons who will undertake the duties.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 29th at 12.05 p.m.—The barometer has fallen considerably over Japan, and risen slightly over N. China.

The depression lying in the neighbourhood of Vladivostok yesterday is moving Eastwards to the North of Hokkaido. The Eastern Sea depression is now moving Eastwards to the South of Japan.

Pressure is highest over China to the North of the Yangtze Valley.

East N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. and E. winds, fresh; fair.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

CANTON DAY BY DAY.

THE DELIMITATION OF MACAO.

[From Our Own Correspondent.]

Canton, 27th March.
A public mass meeting has been arranged to take place to-morrow, the 28th instant, at Mlog Lun Tong, the leading Assembly Hall in Canton, for the purpose of discussing matters in connection with the question of the delimitation of Macao. Circulars have been issued inviting people of all classes to attend.

CANTON TARTAR GENERAL.

The newly-appointed Canton Tartar General Tsang Chi left Shanghai on the 26th instant, as advised in a telegram received by the local officials, and is expected to arrive here shortly. A *Waiyuan* has been deputed to Hongkong to meet the new official.

[General Tsang Chi arrived this morning by the steamer *Kwang-tai*.—Ed., H.K.T.]

STRANDING OF S.S. "KUISANG."

CAPTAIN AND OFFICERS NOT TO BLAME.

Before Navigating Lieut. Harman of H. M. S. *Astraea* (President), Mr. O. R. Coates, H. M. Vice-Consul, and Captain Lavers of the str. *Chen, lu*.

The Court of Inquiry sat at Shanghai on 23rd March, to hear evidence with regard to the accident which recently took place to the Indo-China S.N. Co.'s steamer *Kuisang*, which was beached at Chim Island, Haitian Straits, after she had struck a submerged rock.

Assistant Paymaster Perkins of H. M. S. *Astraea* was Clerk of the Court. Mr. W. F. Inglis of the Indo-China Steam Navigation Company attended on behalf of the owners of the *Kuisang*.

Captain R. C. D. Bradley of I.C. S. *Kuisang* read a statement to the Court. He said that on March 4, in the early morning, there was a strong Northerly wind and the tide was favourable for passing through the narrowness of the Haitian Straits and at daylight the ship was heading towards the fourth entrance to the Haitian Straits. The course was altered three times and immediately after the last time the ship struck something on the starboard side.

As far as he could judge it was a sliding blow without any shock to the ship and of short duration with absolutely no cessation of the ship's speed through the water. The speed of the ship at the time was eleven knots. It was a dark morning, but the weather was perfectly clear and as the stern entrance was charted from danger he had no hesitation in directing the ship's course. At the time of the striking the chief officer was on the bridge. At the request of witness the chief officer reported that there were three, and one and a half feet of water in the foreholds. The passengers were told to get up and dress, but not to be alarmed as there was no danger to life. The lifeboats were also lowered. As the next soundings showed that the water was rising rapidly in both the forward hold and that the No. 2 ballast tank was full, and it could be seen that the ship was settling down by the head, witness, after a careful look at the chart, decided to ground the ship on a mud flat to the South-west on the lee side of Chim Island.

The vessel was put at full speed and she went at full speed on the mud flat. She beached quite easily. From the effect of the blows that were struck witness considered that the ship had struck a rock, but there was no ripple of tide there. Where the ship was struck she was drawing about fifteen feet. The maximum draught of the *Kuisang* was twenty-four feet ten and half inches loaded; and at the time of the accident she was only partially loaded. On leaving Hongkong the draught of the ship was fifteen feet six, and eighteen feet, but witness reckoned that they had lightened by six inches coming up so that at the time of the accident she would be drawing about fifteen feet and seven-tenths feet six inches. The stern was not touched at all. Witness was under the impression that it was a rounded pinnacle of rock, a small rock of no great extent, that the vessel struck. Witness had been through the channel many times before. He brought this ship out from England in 1905.

C. B. Tweedy, First Officer of the *Kuisang*, deposed that on the morning of the accident he was on watch from four to eight o'clock, he having relieved the Second Officer. When she struck the ship had just been steamed on her course.

A. S. Latta, Chief Engineer, said that he was in the hold at the time of the accident. He did not feel any shock beyond a grating, and he got up to ascertain what was the cause. Afterwards he had the pumps going in both No. 1 and No. 2 holds. He estimated the speed of the ship at about ten and a half knots.

J. E. Dallas, Second Engineer, stated that he was on watch at the time of the accident, but he did not know that the vessel had touched. His first order was to start the pumps going in No. 1 and No. 2 holds. He would say that the speed of the vessel was about eleven knots.

Mr. Inglis asked if he could give Captain Bradley's record for this information of the Court. He had been a very long time in the employ of the Company.

The President said that he did not think this would be necessary.

Captain George Payne deposed that he was the Marine Superintendent to the Indo-China Steam Navigation Company. Witness wished to say that Captain Bradley was one of the most capable Masters that there were in the employ of the Company. Had it not been for this Court of Inquiry having been held witness would have had to make a report of this accident in which Captain Bradley would have been absolved from all blame.

The Court found that the steamer *Kuisang* struck a submerged obstacle, about six cables E.N.E. from the light of the Double Yit, and that Captain Bradley navigated his ship with care and in a reasonable manner and that no blame is attributable to him and that after the accident his prompt action avoided what might have been a serious casualty and also that no blame is due to any of the other officers of the ship and that proper discipline was maintained.—N. C. D. News.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ERNEST SIMONS,"
Captain Girard, will be despatched for the above Ports TO-DAY, the 29th instant, at 7 P.M.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent,
Hongkong, 29th March, 1909. [6]

VICTORIA RECREATION CLUB.

ATHLETIC MEETING, APRIL 10.

INTENDING Competitors are reminded that Entries for the above CLOSE ON WEDNESDAY, 31st Inst.

Hongkong, 29th March, 1909. [503]

RUSSO-JAPANESE WAR CLAIMS.

On 22nd Feb. Mr. McArthur asked the Secretary of State for Foreign Affairs whether any final decision had yet been given in the Russian Courts with respect to the claims for compensation for losses sustained by the British ships *St. Kilda*, *Hijiang*, and *Oldhamia*, respectively, during the Russo-Japanese war, and what was the present position of these cases.

Mr. McKinnon Wood: The appeal from the finding of the Libau Prize Court in the case of the *St. Kilda* came before the Supreme Prize Court at St. Petersburg on Dec. 24 last. The Court, while maintaining that the detention of the *St. Kilda* was justifiable, recognised that the vessel and certain portions of her cargo were entitled to be released, and granted the appellants leave to recover losses incurred, thus reversing the finding of the lower Court. In the majority of the cargo claims the Supreme Court upheld the finding of the lower Court. The case of the *Hijiang* is still pending before the Russian tribunals. It was referred back to the Libau Prize Court by the Supreme Prize Court in April last in order that the evidence of certain Russian members of the crew, who had not previously been examined, should be taken. The delays that have arisen, especially in regard to this case, have formed the subject of repeated representations on the part of His Majesty's Government. The case of the *Oldhamia* came before the Supreme Prize Court, on appeal, on Dec. 12 last. Except in certain unimportant details, affecting the cargo, which belonged to the American Standard Oil Company, the Court practically upheld the finding of the lower Court, which condemned both vessel and cargo. I may add that the texts of the judgments in both the cases of the *St. Kilda* and *Oldhamia* have not yet reached His Majesty's Government. Both these cases involve questions of principle of considerable importance which will be carefully considered when the full terms of the findings are received.

Mr. McArthur asked the Secretary of State for Foreign Affairs whether any definite reply had been received from the Russian Government to the representations made by His Majesty's Government with regard to the cases of the *Knights Commander* and *Calchas* respectively; what was the present position of these cases; and whether there were any other claims by British subjects upon the Russian Government of which he was cognizant, arising out of the Russo-Japanese war, which still remained unsettled.

Mr. McKinnon Wood: I must refer the hon. member to the answer given to him on July 27 last. No further communication has since that date been received from the Russian Government in regard to the case of the *Knights Commander*. The owners of the innocent cargo on board the vessel have, I am informed, instructed an advocate to take steps in the Libau Prize Court for the recovery of their losses. A reply was received from the Russian Government in September last, which left little hope of obtaining through diplomatic channels any compensation for the losses occasioned by the detention of the *Calchas*. The terms of the reply were communicated to the interested parties at the time. His Majesty's Government did not see their way to press the case further. As regards the claims arising in the case of the *Ikona*, the finding of the post Prize Court condemning the vessel was reversed, and the amount of damages is at present in process of assessment by the Libau Prize Court. These cases, together with those referred to in my answer to the hon. member's other questions to-day, comprise all the shipping cases outstanding; and the only other claims remaining are those which relate to cargo on board the *Malacca*, in which case the Russian Government has compensated the Peninsular and Oriental Company for the detention of the vessel, and certain claims of a different category in connection with the destruction or loss of private property on land during the war. These are still under consideration or in course of adjustment.

In reply to further questions, Mr. McKinnon Wood said he believed action was being taken by the owners of the *Knights Commander*. He did not think action by the Government was necessary in the case at the moment.

ANTI-OPIMUM MEASURES.

As the International Opium Commission has completed its mission the Chinese Anti-Opium High Commission in Peking are keenly alive to the necessity of taking immediate action to enforce the suppression. They have proposed to hold a series of meetings with the Ministry of Finance and the Government Council to deliberate on the measures to be put into operation. It is reported that the first question which will be brought up for consideration will be the question of the limit of the time for prohibition of opium plantation, regulations for rewards to the authorities who show energy and attain success in carrying out the prohibition and steps to detect negligence of officials in enforcing the interdiction.—N. C. D. News.

To-day's Advertisements.

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
TO-MORROW (TUESDAY),
the 30th March, 1909, at 10 A.M., at ARMY
ORDNANCE STORES, Queen's Road East,
THE FOLLOWING
GOVERNMENT STORES:
At the Arsenal Yard:—

ELECTRIC GEAR, ENGINEERS' LATHES, DINGHIES, PAULINS, IRON BLOCKS, BLACK WARE, LUBRICATORS, ARTIFICERS' TOOLS, EARthenware FILTERS, BRASS, COPPER, NICKEL, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARRED and PLAIN CANVAS, ROPE, DOOSOOTIE BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYCLINDERS, PAINT KEGS, PACKING CASES, &c., &c.

Also
A Quantity of PAST TORN CLOTHING: Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at purchasers' risk, on the fall of the hammer. All lots to be cleared within 18 hours.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 29th March, 1909. [300]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 31st March, 1909, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
SUNDRY HOUSEHOLD FURNITURE,
&c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th March, 1909. [301]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 2nd April, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A VERY VALUABLE ASSORTMENT OF
DIAMOND JEWELRY,
Comprising:—

DIAMOND RINGS, SOLITAIREs from 1 to 5 Carats, DIAMOND, SAPPHIRE and RUBY RINGS, DIAMOND EARRINGS, CHARMS, LADY'S GOLD and SILVER WATCHES, &c., &c.

Also
One VICTOR GRAMOPHONE and RECORDS.

On view on Thursday, the 1st April. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th March, 1909. [301]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"DEVANHA,"
Captain W. Hayward, will leave for SHANGHAI on THURSDAY, the 1st April, at Daylight.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 29th March, 1909. [4]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malayan*, from Havre ex s.s. *Lotan*, and from Bordeaux ex s.s. *V. de Lorant*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 5th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th April, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 5th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 29th March, 1909. [6]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"JAPAN,"
Capt. J. G. Olfert, will be despatched for the above Ports on TUESDAY, the 6th proximo, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co. LIMITED,
Agents.
Hongkong, 29th March, 1909. [204]

Public Companies.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

THE FOURTH ANNUAL GENERAL MEETING of the MEMBERS will be held at the CITY HALL, on WEDNESDAY, the 31st March, 1909, at 5.30 P.M.
Sir HENRY BRACKLEY, K.C., Chairman of the Association, will preside.

A. R. LOWE,
Secretary.
Hongkong, 23rd March, 1909. [284]

GREEN ISLAND CEMENT CO., LD.

THE TWENTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held in the Office of the General Managers, St. George's Building, on SATURDAY, the 3rd day of April, 1909, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 27th March, until SATURDAY, 3rd April, 1909, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 23rd March, 1909. [285]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on SATURDAY, the 3rd April, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 31st March, to SATURDAY, the 3rd April, 1909, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 23rd March, 1909. [286]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at Noon, for the purpose of receiving the Report of the Directors, together with statements of Accounts, to 31st December, 1908, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April to the 21st April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 21st March, 1909. [299]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-THIRD ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with statements of Accounts, to 31st December, 1908, and of declaring dividends.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec,
"EMPRESS OF JAPAN"	"EMPRESS OF IRELAND"
SUNDAY, APRIL 11TH.	FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SUNDAY, MAY 2ND.	FRIDAY, MAY 7TH.
"MONTEAGLE"	A. LAN LINER
TUESDAY, MAY 11TH.	FRIDAY, MAY 14TH.
"EMPRESS OF INDIA"	"EMPRESS OF BRITAIN"
SUNDAY, MAY 23RD.	FRIDAY, MAY 28TH.
"EMPRESS OF JAPAN"	
SUNDAY, JUNE 13TH.	FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a "Special Mail Express Train" and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADY, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHONGSANG	WED. DAY, 31st Mar., Noon.
SANDAKAN	MAUSANG	THURSDAY, 1st April, Noon.
SHANGHAI	TAUSANG	THURSDAY, 1st April, Noon.
SINGAPORE, PENANG & CALCUTTA	LAUSANG	FRIDAY, 2nd April, 4 P.M.
MANILA	LOUSANG	FRIDAY, 2nd April, 4 P.M.
MANILA	YUENSANG	FRIDAY, 9th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	TUESDAY, 20th April, Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kaitang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61.

Hongkong, 29th March, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	30th Mar., 3 P.M.
CEBU & ILOILO	"BUNGKANG"	1st April, 4 P.M.
SHANGHAI	"LINAN"	1st April, 4 P.M.
SHANGHAI	"ABHUI"	4th April, Daylight.
MANILA, ZAMBOANGA and USUAL	"TEAN"	6th April, 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	8th April, 4 P.M.
SHANGHAI	"CHINHUA"	8th April, 4 P.M.
WEIHAIWEI & TIENSIN	"HUICHOW"	10th April, Daylight.
SHANGHAI	"CHEWAN"	11th April, Daylight.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenn*, *Chinhua* and *Linan*) leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

These steamers land passengers in Shanghai at the French Bund.

FARE INCLUDING WINES: \$40 SINGLE and \$70 RETURN.

Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

Hongkong, 29th March, 1909.

HONGKONG—MANILA.

Highest Class, prompt, fastest and most luxurious Steamers between Hongkong and Manila—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 3rd April, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 25th March 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUITUE, VALPARAISO, Etc., via JAPAN PORTS, MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	" June/09.
S.S. MANSHU MARU	5,000 "	" August/09.
S.S. AMERICA MARU	6,000 "	" October/09.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 12th March, 1909.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

REGULAR FREIGHT SERVICE TO AMERICA (CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY. OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship "DELHI"

Captain J. D. Andrews, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malacca*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malacca*, due in London on 14th May, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 20th March, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamer of the Company has electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th March, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "GLAMORGANSHIRE"

will be despatched as above about 10th April. For Freight, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th March, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON & NEW YORK: S.S. "DACKER CASTLE" .. About 20th April.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 18th March, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .. Capt. H. W. WALKER.

"KWONG SAI" .. Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4.

Mails \$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUAN ON S.S. CO., LD., and SHUI ON S.S. CO., LD., No. 5, Queen's Road West, Hongkong, Tel. 149, 150.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA (CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY. OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship "AMIRAL HAMELIN"

Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—MESSAGERIES MARITIMES.

Hongkong, 4th March, 1909.

FOR LONDON AND ANTWERP.

THE Steamship "FLINTSHIRE"

will be despatched as above on or about the 30th March.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 23rd February, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at the Malabar Coast.)

THE Steamship "NORMAN PRINCE"

will be despatched for the above Port on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 13th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C. SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th March, 1909.

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast.)

S.S. "INDRAMAYO" .. On 26th April, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 19th March, 1909.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/6 each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Manchester, L. 40, R.C. England.

YONGAONG AVERAGE MARKET PRICES.

Corrected 25th March, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa B .. 18

" Corned—Ham Ngau Yuk .. 18

" Roast—Shlu .. 18

" Breast—Ngau Lam .. 13

" Soup, Tong Yuk .. 15

" Steak—Ngau Yuk Pa .. 18

" Sirloin—Ngau Lau .. 18

" Sausages—Ngau Yuk Channg .. 26

" Bollock's Brains .. Know .. per set .. 10

" Tongue fresh—Ngau Li .. each .. 50

" Corned—Ham Ngau Li .. 58

" Head—Ngau Tan .. 80

" Heart—Ngau Sun .. per B .. 12

" Hump, Salt—Ngau Kin .. 18

" Feet—Ngau Keok .. each .. 7

" Kidneys—Ngau Yiu .. 10

" Tail—Ngau Mei .. 10

" Liver—Ngau On .. 12

" Tripe (unpressed)—Ngau To .. 7

" Calves' Head and Feet—Ngau-chai .. 10

" Mutton Chop—Young Pal Kwat .. 22

" Leg—Young Pal .. 22

" Shoulder—Young Shan .. 20

" Pig's Chlings—Ohl cheong .. 22

" Brains—Ohl Know .. per set .. 3

" Feet—Ohl Keok .. 11

" Fry—Ohl Chak .. 25

" Head—Ohl Tau .. 15

" Heart—Ohl Sum .. 8

" Kidneys—Ohl Yiu .. pair .. 7

" Liver—Ohl Kon .. 24

" Pork Chop—Ohl Pal Kwat .. 18

" Corned—Ham Cha Yuk .. 1

" Leg—Ohl Pal .. 43

" Fat or Lard—Chu Yau .. 17

" Sheep's Head and Feet—Young Tau .. 50

" Keok .. 50

" Heart—Young Sum .. each .. 6

" Kidneys—Young Yiu .. 9

" Liver—Young On .. 14

" Sucking Pig, To Order—Chu Chai .. 22

" Suet Beef—Sung Ngau Yau .. 20

" Mutton—Sung Young Yau .. 23

" Veal—Ngau Chai Yuk .. 20

" Sausages—Ngau Chai Yuk Tong .. 20

POULTRY.

Chicken—Kai Chai .. 30

Capon, Large, Small—Siu Kai .. 38

Ducks—Ap .. 24

Doves—Pan Kan .. 18

Eggs, Hen—Kai Tau .. per doz .. 20

Fowls, Canton—Kai .. 20

" Hainan—Hoi Nam Kai .. 20

Geese—Ngai .. 20

Geese, Wild Shanghai—Sheung Hoi Ye .. 20

Goose—Ngai .. 20

Musk Deer—Wong Keng .. each .. 65

Hare—Tu Chai .. 10

Partridge—Che Khoo .. 65

Pheasant—Shan Kai .. pair .. 30

Pigeons, Canton—Pak Kap .. each .. 36

" Hollow—Hollow Pak Kap .. 32

Quail—Um Chuan .. 35

Rice Birds—Wo Fa Cheuk .. dozen .. 20

Salp—Sa Chui .. each .. 74

Turkeys, Cock—Fo Kai Kung .. per B .. 70

" Hen .. 52

Wild Ducks, Shanghai, Sol-ap .. \$1.10

Tail, Shanghai, Sol Ap Chai .. 70

Wild Ducks Canton—Sung Shing Sol .. 70

Ap .. per pair \$1.20

FISH.

Barbel—Ka Yu .. 10

Bream—Biu Yu .. 14

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